

back their small stock of cigarettes and chocolate, but would send the two workers and their kit to AMIENS. They handed over some cartons of smokes and chocolate bars and the two men were taken back. They asked me to sign a receipt, but was wise enough not to sign. A bill might later catch up with me!

An Ordnance Depot was completely encircled by cans of gasoline ready, at the last moment, to ignite. A kind and jolly Ordnance Major told the Motors to help themselves! It was here, at VILLERS CARBONNEL, use was made of some "empty" lorries! Clothing and blankets would come in useful. Some brand new Vickers machine guns were in a dump prepared for destruction. These were retrieved and sent to Rear H.Q. The Major, who liked his little nip, did not ask for a "receipt"! He was a good sport.

ACTION

It is not the intention here to cover in detail the complete movements of the Motors, but to mention some highlights and some impressions of 12 hectic days and nights of rearguard action. There were to be no "last-ditch" stands—just delaying action—leap-frog tactics in reverse. Time and time again Batteries were urged to stand fast—stay to the bitter end. But with transport close by they would withdraw to better positions. The Motors purpose was to gain time, check the advance until relief came.

This was the time of Haig's "BACKS TO THE WALL" Order. Before relief did come, the Germans had advanced to a depth of 37 miles. The Australian

Corps of the British 4th Army, under General Rawlinson, relieved the 5th Army eventually.

The first to go into action were Captains Meurling and Harkness, both with M.C.'s, and later D.S.O.'s. They and their batteries operated with composite units of the 18th Corps and did excellent work. An early misfortune was the wounding and capture of Lieutenant Babb, M.C. As a side-light, "Harry" Meurling, later Lt.-Colonel, became O.C. of the 2nd Motors. In his spare time he was somewhat of an "authority" on patent medicines that could "cure" anything! Harry was of Danish parentage and a gallant gentleman.

"Dick" Harkness, another fine man, is President and General Manager of the Northern Electric Company. He became 2nd in command of the 1st Motors. Major Battersby, M.C., the present second-in-command was soon to be killed in action. Anyone of the above three officers was fully capable of taking my place were I to be bumped off.

The Motors had come some 150 miles, and within 24 hours were actually in touch with the enemy. That is the value of fire-power on wheels.

Too much praise cannot be given to the British still fighting. Daily, in fact hourly, the situation was going from bad to worse. The 69th and 183rd Infantry Brigades were about done in. Only composite companies remained.

Why did not the Army Commander and his Major General of the General Staff visit forward formations to give cheer and encouragement? Generals Gough